

IDAHO TRANSPORTATION PLAN

**Adopted by the Idaho Transportation Board
January 12, 1995**

**Leon E. Smith, Chair
John Combo, Vice Chair
Mike P. Mitchell, Member**

**IDAHO TRANSPORTATION DEPARTMENT
TRANSPORTATION PLANNING DIVISION**

April 1995

To the reader:

As we look into the 21st Century, we need to consider the importance of our intermodal transportation system to the State of Idaho and develop innovative ways and means to preserve and improve it. This requires a review of what our transportation is like today and a clear vision of what we want it to be in the future. This Idaho Transportation Plan has been prepared to address these concerns and serve as a guide to state and local jurisdictions as they formulate transportation policies for more detailed regional intermodal transportation plans.

The next 20 years will bring its own set of challenges, many of which cannot be foreseen today, but this should not dissuade us from pursuing a course based on this visionary plan for the future. The vision, goals and strategies for highways, public transportation, rail, aviation and bicycle/pedestrians will help direct our course as a rudder steers a ship.

I want to challenge my fellow citizens with the need to make our transportation system a source of pride to our great state of Idaho. Our state is not only “too great to litter,” it is “too great to accept second-class transportation.”

In the preparation of this plan we have sought to include a wide range of transportation users and providers. We have listened to local jurisdictions, private parties and the public as they voiced their concerns and comments. The comments were truly intermodal in scope and I believe the Idaho Transportation Plan, as adopted by the Idaho Transportation Board, addresses their many concerns and interests.

Dwight M. Bower, Director
Idaho Transportation Department

Transportation Systems Team:

Ray Mickelson, Administrator
Transportation Planning Division
John Barnes
Bicycle Coordinator
Keith Longenecker
Transportation Specialist
Tim Greeley
Legislative Policy Specialist

TABLE OF CONTENTS

PREFACE.....	1
INTRODUCTION.....	3
DECISION PROCESS.....	5
Implementation of the Idaho Transportation Plan.....	5
Framework of the planning process.....	6
System performance evaluation.....	8
Transportation decision process.....	9
ISSUES ÷ VISION ÷ GOALS.....	11
The issues.....	11
The vision.....	13
The goals.....	15
GOAL 1: Transportation improvements will promote and sustain safe and efficient movement of people, goods, services and information.....	15
<u>Objective A:</u> Stimulate Economic Growth and Job Creation through Transportation Investments.....	15
<u>Objective B:</u> Support the Economy by Aiding Efficient Goods Movement....	15
<u>Objective C:</u> Provide Reasonably Safe and Secure Travel Environment.....	16
<u>Objective D:</u> Utilize New Technologies to Promote Alternatives to Transportation and Improve Safety and the Environment.....	16
GOAL 2: Transportation plans, programs, and strategies will integrate the intermodal transportation needs of the state.....	17
<u>Objective A:</u> Plan, Manage, Maintain, and Improve the Intermodal Transportation System.....	17
<u>Objective B:</u> Manage Transportation Demand.....	18
<u>Objective C:</u> Coordinate Land Use and Transportation Decisions.....	18
<u>Objective D:</u> Develop and Maintain Roadway, Bicycle, and Pedestrian Facilities.....	20
Roadway Strategies.....	20
Bicycle and Pedestrian Strategies.....	20
<u>Objective E:</u> Develop and Improve Access to the Transit System.....	21
<u>Objective F:</u> Preserve Essential Rail Freight and Passenger Service.....	22
<u>Objective G:</u> Preserve/Expand Aviation Network.....	22

GOAL 3: Transportation decisions will protect the environment and promote energy efficiency.....	23
<u>Objective A:</u> Protect and Enhance the Environment.....	23
<u>Objective B:</u> Integrate Air Quality and Transportation Decisions.....	24
<u>Objective C:</u> Optimize the Use of Energy Resources in Transportation.....	24
 GOAL 4: Funding and licensing mechanisms will reflect broad and innovative public and private investment strategies.....	25
<u>Objective A:</u> Provide Stable and Flexible Funding for Transportation.....	25
 GOAL 5: Transportation decision-making process will provide opportunities for interagency cooperation, coordination, public involvement, and privatizing public works and services.....	26
<u>Objective A:</u> Provide a continuing and cooperative planning process.....	26
<u>Objective B:</u> Achieve Transportation Goals through Public Involvement and Effective Partnerships with Capability to Resolve Conflicts.....	26
<u>Objective C:</u> Promote privatization.....	27
<u>Objective D:</u> Achieve county involvement in licensing strategies.....	27
 MODAL PLANS	29
Highways.....	29
Bicycle and Pedestrian.....	31
Aviation.....	31
Railroads.....	32
Public Transit.....	33
Future activities and time frames.....	35
 APPENDIX A. TRANSPORTATION REVENUE PROJECTIONS	37
Population Forecasts.....	37
Personal Income Forecasts.....	37
Economic Forecast.....	37
Long-range Funding Projections.....	38
Highway Finance.....	39
Federal Aid.....	39
Idaho Highway User Revenues.....	46
Idaho Non-user Revenues.....	50
Statewide Funding Plan.....	58
 APPENDIX B: TRANSPORTATION NETWORK INFORMATION	63
Idaho Roadway Network Information.....	64
Idaho Public Transportation Network Information.....	65

Idaho Rail Network Information.....	66
Idaho Aviation Network Information.....	67
Idaho Seaport Information.....	68
Idaho Pipeline Network Information.....	69
Idaho Bicycle Facilities Information.....	70
Idaho Communications Network Information.....	70
APPENDIX C. 23 PLANNING FACTORS.....	71
APPENDIX D. ENVIRONMENTAL IMPLICATIONS.....	77
APPENDIX E: FEDERAL AND STATE LEGAL MANDATES.....	79
APPENDIX F: GLOSSARY OF ACRONYMS & TERMS.....	81
APPENDIX G: POPULATION AND ECONOMICS DATA.....	89
EXHIBITS	
Exhibit 1: Framework for the Long-Range Plan and Implementation.....	7
Exhibit 2: ITP Processes and Participants.....	10
Exhibit 3: State, Regional and Metropolitan Planning Organizations.....	11A
Exhibit 4: Statewide Rural Year 2000 Functional Classification System.....	30A
Exhibit 5: Idaho's Bicycle Facilities Network.....	31C
Exhibit 6: Idaho's Aviation System.....	31A
Exhibit 7: Idaho's Railroad Location Map.....	32A
Exhibit 8: Section 9 and Section 18 Transit Providers.....	33A
Exhibit 9: Idaho Economic Trends.....	38
Exhibit 10: Federal-aid Highway Revenues (low estimate).....	43
Exhibit 11: Federal-aid Highway Revenues (medium estimate).....	44
Exhibit 12: Federal-aid Highway Revenues (high estimate).....	45
Exhibit 13: Idaho Highway User Revenue.....	48
Exhibit 14: Idaho Highway User Revenues by Jurisdiction.....	49
Exhibit 15: County Non-User Revenues.....	50
Exhibit 16: Highway District Non-User Revenues.....	51
Exhibit 17: City Non-User Revenues.....	52
Exhibit 18: Total Non-User Revenues.....	53
Exhibit 19: Total Highway Funding by Jurisdiction.....	54
Exhibit 20: Total Local Highway Funding by Region.....	55
Exhibit 21: Public Transportation Funding.....	56
Exhibit 22: Airport Funding.....	57
Exhibit 23: State-administered 20-year Funding Plan (low).....	59
Exhibit 24: State-administered 20-year Funding Plan (medium).....	60

Exhibit 25: State-administered 20-year Funding Plan (high).....	61
Exhibit 26: Idaho Roadway Network Information.....	64
Exhibit 27: Idaho Public Transportation Network Information.....	65
Exhibit 28: Idaho Rail Network Information.....	66
Exhibit 29: Idaho Aviation Network Information.....	67
Exhibit 30: Idaho Seaport Information.....	68
Exhibit 31: Idaho Pipeline Network Information.....	69
Exhibit 32: Idaho Bicycle Facilities Information.....	70

PREFACE



In order to accommodate continued growth and maintain an attractive quality of life, Idaho must develop a transportation system that meets the needs of its people while preserving the physical and natural environment. Connecting people, markets, and goods in a dynamic global economy will require cooperation and commitment. We must:

- ! Provide transportation mobility for people and goods;
- ! Coordinate transportation and land use decisions to provide a good living environment;
- ! Promote economic competitiveness;
- ! Consider new options, implement new alternatives, and use new technologies.

By making wise transportation decisions and developing the necessary partnerships between the public and private sectors, Idaho will be economically healthy in the future with a transportation system that provides mobility, preserves the environment, and makes its communities desirable places in which to live and work.

Achieving this will not be easy. All transportation providers and users will be encouraged to be partners in making it work. Communities must plan and use their land wisely, transportation providers must manage the system wisely, and users must choose services wisely.

The Idaho Transportation Plan (ITP) is a statewide intermodal long-range transportation plan that will guide the state's transportation decisions into the 21st century. It will ensure Idaho's ability to compete globally, focus on innovation, and help achieve national goals of improving air quality, reducing petroleum energy consumption, and providing mobility for all persons.

The ITP proposes a vision for transportation in the year 2015 and beyond and sets goals, objectives, and strategies that need to be carried out in order to achieve this vision. It gives broad strategic direction to transportation system improvements based on a continuing planning process. The ITP does not select actions or projects, per se, rather it provides guidance in the selection of strategies that will meet statewide targets for performance of the transportation system. It is both a flexible and dynamic process. The ITP is regional and statewide in scope.

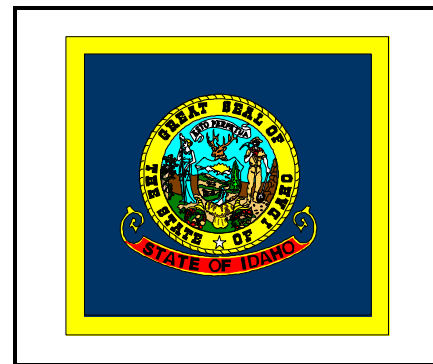
Six transportation management systems provide systems inventories and help to identify strategies and projects for implementation. The management systems measure present performance and estimate future levels of service of the system based on use, deterioration, and improvements that are planned or recently made. The management systems are now in different stages of development, but all will be implemented by January 1, 1996.

INTRODUCTION



Introductory Remarks

An efficient transportation system is essential for Idaho's growth and prosperity. However, population increases, business expansion, tourism and travel of the 1980s and early 1990s have placed a heavy burden on the system without a corresponding investment for maintenance and expansion. The result has been deteriorating infrastructure and services, delays and added costs for travelers and shippers, air pollution, noise and stress, and hindrance to Idaho businesses in competing in national and international markets.



Demand for mobility will continue to grow as Idaho's population increases. In particular, high growth rates are expected in southwest Idaho and in northern Idaho; consequently, social, commercial, and recreational needs will also increase. Failure to provide adequate mobility or the manner in which mobility needs are met can have adverse effects on Idaho's economy and diverse natural environment. Use of various modes of transportation will become increasingly important to improve the environment, increase efficiency, reduce energy consumption, and improve competitiveness. The economic success of Idaho's agricultural and industrial industries in international markets will depend on efficient intermodal transportation in the future.

The importance of intermodal transportation in Idaho has not yet been quantified or characterized. Key issues need to be identified and the types and sources of information necessary to address these issues are just now being addressed. With this information, the Idaho Transportation Department will be able to assess the effectiveness of intermodal policies, substantiate intermodal project funding requests, and coordinate modal plans.

The 1991 ISTEA requires that the states establish the following management systems:

1. Highway Pavement Management System,
2. Bridge Management System,
3. Highway Safety Management System,
4. Traffic Congestion Management System,
5. Public Transportation Management System,
6. Intermodal Transportation Management System,
7. Traffic Monitoring System.

ITD has established technical committees that will recommend procedures for developing and implementing each management system. Each system will have a work plan prepared by October 1, 1994, and implementation will begin on January 1, 1996. The guiding principles of the ITP are:

1. Compliance with the 1991 ISTEA planning requirements,
2. Twenty-year financially constrained plan,
3. Flexible approach to allow agencies to address changing circumstances,
4. Tailored to Idaho's conditions,
5. Statewide and regional approach to planning,
6. Continuing planning process,
7. Proactive intergovernmental coordination,
8. Proactive public involvement,
9. Consideration of 23 ISTEA planning factors (see Appendix C),
10. Integration of the six management systems into the planning process.

The ITP defines the intermodal goals, objectives and strategies for the state over the next 20 years. It gives direction for coordinating transportation modes, linking transportation to land use and economic development, protecting the environment, optimizing energy use, financing transportation improvements and services, coordinating transportation between public and private agencies, providing safety and security, and related matters.

With the development and implementation of the ITP, the state is moving towards a multi-modal transportation system that will provide a network of facilities and services for air, rail, highways, public transit, pipeline, marine, bikeways and, eventually, telecommunications. This will require the development of modal plans that are linked together to provide multi modal choices for the transportation user. These plans are being prepared as separate documents since each mode is at a different stage of development and, from a logistical standpoint, the size of a single document for all modes would be too large. The goals and objectives set forth in the ITP will guide the development of these modal plans.

In 1993, the Idaho Transportation Department (ITD) held public involvement meetings around the state and developed guidelines for long-range planning and management systems development. These guidelines were approved by the Idaho Transportation Board on January 21, 1994. Again in 1994, public involvement meetings were held around the state to obtain additional input. The input from citizens, industry, and public officials is reflected in the goals and objectives of the ITP.

In the development of the ITP, ITD met with external advisory agencies, metropolitan planning organizations (MPOs), regional councils of government, local jurisdictions, ITD intermodal team members, various other department staff and managers, and the Idaho Transportation Board. Future updates and revisions will be fully coordinated with all interested parties.